

AN ARAB'S IDEA OF WOMEN.

The interest concerning the regions of the Upper Nile created by the Abyssinian expedition has induced the publication of a new book in London by Sir Samuel Baker, whose title is, 'The Nile Tributaries and the Sword Hunters of the Hamran Arabs.'

This is indirectly a Nile book, and indirectly an Abyssinian book; mainly, it is a book illustrated with clever sketches by the author, about gazelle shooting, elephant shooting, crocodile shooting, stalking giraffes, hippopotamus hunting, and so forth, all thoroughly enjoyed, set forth in a style of life among the Arabs and Tokroors, and told with zest.

Mr. Baker's diversion into Abyssinia was along the course of the Atbara and the Setitte, and along the track taken by Mr. Duffon from Kartoum over the frontier ground occupied by these negro settlers, the Tokroori, of whom we saw enough last week when sketching the course of Mr. Duffon's journey. Mr. Baker saw little of Abyssinia proper, and did not come near to the central lake, or the capital of King Theodor, and as he touched Abyssinia only from the land side, of course he has nothing to tell about the routes from the Red Sea to the interior. The book is simply to be read for its own interest, and as it tells of travel and sport over ground that is only now being described with accuracy, it has, apart from its brightness as a lively record of adventure, some geographical interest. For Mr. Baker is a skilled observer, and carries to his wild sports the taste and knowledge of a naturalist. His map of his route indicating the character of river sources, the tribes and the animals, and the character of soil in each region, is one that geographers will thank him for, while also the political economists and politicians may draw here and there a useful hint from his experience.

On his way over the Nubian desert Sir Samuel Baker tells how an Egyptian regiment was once destroyed in it because the men, in pain of thirst, tempted by a mirage, killed the guide who was leading them aright and would not turn out of his course towards a phantom lake, pursued the phantom and to a man were lost.

Sir Samuel Baker's explorations in the region of the Blue Nile and the Atbara, here described, were made in 1861. At the great central Victoria and Albert Lakes maintain the standard flow of the Nile waters, so he says, the rain floods of Abyssinia, poured into the Nile by the annual inundation to which Egypt owes its fertility.

At the village of Wagel Negur Sir Samuel found the Arabs still honoring the memory of the only Englishman who had visited them in former times, Mr. Mansfield Parkyn, who, says our author, "certainly written the best book on Abyssinia that I have ever read." At Wagel Negur Sir Samuel had some curious tales with one of his sheiks. Sheikh Achmet had his ideas, and the devotees of celibacy, concerning whom a book has just been written, had and their ideas. Opinions differ.

The sheik laid down the law with great force, "that a woman was of no use when she ceased to be young, unless she was a good strong person who could grind corn and carry water from the river." In this assertion he was seconded, and supported unanimously, by the crowd of Arabs present.

Now it was always a common practice among the Arab women, when they called upon my wife, to request her to show her hands; they would then feel the soft palms, and exclaim in astonishment, "Ah! she has never grown old!" that being the duty of a man, unless a wife ever turned to with a slave. Sheikh Achmet requested me to give him some account of our domestic arrangements in England. I did this as briefly as possible; explaining how ladies receive our devoted attentions, extolling their beauty and virtue, and, in fact, giving him an idea that England was Paradise, and that the ladies were angels. I described the variety of colors; that instead of all being dark some were exceedingly fair; that others had red hair; that we had many bright black eyes, and some irresistible dark blue; and at the close of my descriptions, I believe the sheik and his party felt disposed to enter immediately into the chilly shores of Great Britain; they asked, "How far is your country?" "Well," said the sheik, with a sigh, "that must be a very charming country; how could you possibly come away from all your beautiful wives? True, you have brought one with you: she is, of course, the youngest and most lovely; perhaps those you have left at home are the old ones!" I was obliged to explain that we were contented with one wife, and that, even were people disposed to marry two, or more, they would be punished with imprisonment.

This announcement was received with a general expression of indignation; the sheik and his party, who, a few minutes ago, were disposed to emigrate and settle upon our shores, would now, at the most, have ventured upon a return ticket. After some murmurs of disapprobation, there was a decided expression of disbelief in my last statement. "Why," said the sheik, "the fact is simply impossible! How can a man be contented with one wife? It is ridiculous, absurd! What is she to do when she becomes old? When she is young, if very lovely, perhaps he might be satisfied with her, but even the young must some day grow old, and the beauty must fade. The man does not live the same for many years, but she changes in a few years. Nature has arranged that the man shall have young wives to replace the old; does not the prophet allow it? Had not our forefathers many wives? and shall we have but one? Look at yourself. Your wife is young, and" (and here the sheik indulged in compliments) "but in ten years she will not be the same as now; will you then let her have a nice house all to herself, when she grows old, while you take a fresh young wife?"

I was obliged to explain to the sheik that, first, our ladies never looked old; secondly, they improved with age; and, thirdly, that we were supposed to love our wives with greater ardor as they advanced in years. This was received with an outburst of a shake of the head, coupled with the exclamation "Mashallah!" repeated by the whole party. This was the moment for a few remarks on polygamy; I continued, "You men are selfish; you expect from the women that which you will not give in return, constancy and love; if your wife demanded a multiplicity of husbands, would it not be impossible to love her? How can she love you if you insist upon other wives?"

"Ah," he replied, "our women are different to yours, they would not love anybody; look at your wife, she has travelled with you far away from her own country, and she is afraid is stronger than a man's; she is afraid of nothing, because you are with her; but our women prefer to be far away from their husbands, and are

only happy when they have nothing whatever to do. You don't understand our women; they are ignorant creatures, and when their youth is passed are good for nothing but work. You have explained your customs; your women are adored by the men, and you are satisfied with one wife, either young or old. Now I will explain our customs. I have four wives; as one has become old, I have replaced her with a young one; here they all are (he now marked four strokes upon the sand with his stick). "This one carries water; that grinds the corn; this makes the bread; the last does not do much, as she is the youngest, and my favorite; and if they neglect their work, they get a taste of this!" (shaking a long and tolerably thick stick). "Now, that's the difference between our establishments; yours is well adapted for your country, and ours is the best plan for our own."

SHIPPING.

PASSAGE TO AND FROM GREAT BRITAIN AND IRELAND BY STEAMSHIP AND SAILING PACKET, AT REDUCED RATES. DRAUGHTS AND BILLS THROUGH ENGLAND, IRELAND, SCOTLAND, AND WALES. For particulars apply to J. H. WATSON & CO., No. 20 SOUTH STREET, AND NO. 22 BROADWAY, 11 OTIS STREET, 2 SEARLE, NO. 27 WALNUT.

HAVANA STEAMERS. SEMI-MONTHLY LINE, CARRYING THE UNITED STATES MAIL. HENDRICK HUDSON, CAPTAIN HOWE STARS AND STRIPES, CAPTAIN HOLMES STEAMSHIP LINE, CAPTAIN HAYES every other Tuesday at 8 A. M. The Steamship STAR AND STRIPES, (Holmes, Mather) will sail for Havana on TUESDAY MORNING, December 19, at 6 o'clock. No freight received after Saturday. No freight or passage apply to J. H. WATSON & CO., No. 140 N. DELAWARE AVENUE.

PHILADELPHIA, RICHMOND AND NORFOLK STEAMSHIP LINE. THROUGH AIR LINE TO THE SOUTH. THROUGH RECEIPTS TO NEWBERN. Also all points in North and South Carolina, via Newbern and Roanoke, and all points in Virginia, Tennessee and the West, via Norfolk, Petersburg, Southside Railroad, and Richmond and Danville Railroad.

The regularity, safety and cheapness of this route commends it to the public, and it is the best medium for carrying every description of freight. No charge for commission, drayage, or any expense. Steamships insure at lowest rates, and leave regularly from New York Market Street.

WILLIAM P. CLYDE & CO., No. 14 North Second Street, New York. W. P. PORTER, Agent at Richmond and City Point Street.

PHILADELPHIA, WILMINGTON AND BALTIMORE RAILROAD. TIME TABLE. Commencing Monday, September 30, 1867. Trains leave Depot, corner Broad Street and Washington Avenue, as follows: Way Mail Train at 8 A. M. (Sundays excepted), for Baltimore, stopping at all regular stations. Connecting with the Philadelphia and Wilmington for Crisp and Intermediate Stations.

Express Train at 10 P. M. (Sundays excepted), for Baltimore and Washington, stopping at Chester, Philadelphia, and Wilmington. Through Train at 11 P. M. (Sundays excepted), for Baltimore and Washington, stopping at Philadelphia, Wilmington, and Washington. Connecting with the Delaware Railroad Line, stopping at Philadelphia, Wilmington, and Washington.

For further information apply to JOHN D. WATSON, Agent, No. 14 North Second Street, New York. J. H. WATSON & CO., Agents at Philadelphia, No. 27 Walnut Street.

NEW EXPRESS LINE TO BALTIMORE, WASHINGTON, AND PHILADELPHIA. Through Philadelphia, Wilmington, and Washington. Connecting with the Delaware Railroad Line, stopping at Philadelphia, Wilmington, and Washington.

For further information apply to JOHN D. WATSON, Agent, No. 14 North Second Street, New York. J. H. WATSON & CO., Agents at Philadelphia, No. 27 Walnut Street.

FOR NEW YORK, VIA DELAWARE AND BALTIMORE CANAL. Express Steamboat Company. Steam Propeller leaves from the City below Market Street. Through in twenty-four hours. Goods forwarded to all points. Freight received at the lowest rates.

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RAILROAD LINES.

NORTH PENNSYLVANIA RAILROAD. DIRECT ROUTE TO PHILADELPHIA, BALTIMORE, AND WASHINGTON. Trains leave Philadelphia at 7 A. M., 12 P. M., and 6 P. M. For Baltimore, stopping at Pottsville, York, and Harrisburg. For Washington, stopping at Philadelphia, Pottsville, York, and Harrisburg.

On and after THURSDAY, Nov. 14, 1867, Passenger trains leave the New Depot, corner Third and Market Streets, Philadelphia, at the following times: 7 A. M. - Morning Express for Baltimore and Washington, stopping at Pottsville, York, and Harrisburg.

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RAILROAD LINES.

READING RAILROAD. GREAT TRUNK LINE. THROUGH PHILADELPHIA TO THE INTERIOR OF PENNSYLVANIA, ACCORDING TO THE ROUTE OF THE PHILADELPHIA AND WASHINGTON VALLEYS, THE NORTH, NORTHWEST, AND WEST PHILADELPHIA RAILROADS.

On and after MONDAY, September 2, 1867, Trains will leave Philadelphia at 7 A. M., 12 P. M., and 6 P. M. For Reading, stopping at Pottsville, York, and Harrisburg.

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RAILROAD LINES.

WEST CHESTER AND PHILADELPHIA RAILROAD. WINTER ARRANGEMENTS. On and after MONDAY, October 7, 1867, Trains will leave Philadelphia at 7 A. M., 12 P. M., and 6 P. M. For West Chester, stopping at Pottsville, York, and Harrisburg.

On and after MONDAY, October 7, 1867, Trains will leave Philadelphia at 7 A. M., 12 P. M., and 6 P. M. For West Chester, stopping at Pottsville, York, and Harrisburg.

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RAILROAD LINES.

PHILADELPHIA AND BALTIMORE CENTRAL RAILROAD. WINTER ARRANGEMENTS. On and after MONDAY, October 7, 1867, Trains will leave Philadelphia at 7 A. M., 12 P. M., and 6 P. M. For Baltimore, stopping at Pottsville, York, and Harrisburg.

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